

# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

## Volume 5 | Technical Appendices

CFA20 | Curdworth to Middleton  
Community data (CM-001-020)  
Community

November 2013

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Community

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Department  
for Transport

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# Appendix CM-001-020

Environmental topic:	Community	CM
Appendix name:	Community baseline data	001
Community forum area:	Curdworth to Middleton	020

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# 1 Introduction

1.1.1 The community appendices for the Curdworth to Middleton community forum area (CFA20) comprise:

- community impact assessment record sheets for construction phase (Section 2); and
- open space survey/public rights of way survey results (Section 4).

1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5 community map book.

1.1.3 No effects on community resources in the Curdworth to Middleton area have been identified due to the operation of the Proposed Scheme and accordingly no assessment record sheets for this phase are presented in this set of appendices.

## 2 Community impact assessment record sheets – construction

### 2.1 Residents of Curdworth

<b>Resource name</b>	Residents of Curdworth
<b>Community Forum Area (CFA)</b>	CAF20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	The village falls within the catchment area for facilities at Coleshill, including GP surgeries and the Coleshill School (secondary).
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: The construction of the Proposed Scheme will generate significant additional traffic on the road network to the south-east of Curdworth. Major adverse congestion effects are predicted on the A446 Lichfield Road on the north-west edge of Coleshill and minor congestion effects are also predicted at the junction between the A446 Lichfield Road and Marsh Lane. This will cause substantial delays to journeys to access facilities at Coleshill, which are made on a daily basis.</p> <p>Duration of impact: More than 12 months and from time to time throughout the works in the Coleshill Junction area, which are schedule to take about seven years in total.</p>
<b>Assessment of magnitude</b>	Medium:., Congestion caused by the additional construction traffic generated by the Proposed Scheme will result in substantial delays along the A446, which will effectively impair access and cause an isolation effect on some of the residents of Curdworth from some of the facilities they typically connect with on a daily basis. The magnitude of the impact is therefore assessed as medium.
<b>Relevant receptors</b>	Residents of Curdworth
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: The sensitivity of the receptor is assessed as medium, given that access to primary schooling or facilities at Water Orton is not affected and recognising the lack of alternative routes for residents to avoid the worst of the congestion
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Moderate adverse</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Moderate adverse – significant



## 2.2 Curdworth Primary School

<b>Resource name</b>	Curdworth Primary School
<b>CFA</b>	CAF20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – primary education
<b>Resource description/profile</b>	Curdworth Primary School's catchment area extends across the route of the Proposed Scheme to include Lea Marston and Marston in the east and Wishaw, Hunts Green and Middleton in the north. Approximately half of the pupils reside in Curdworth itself, with the remainder travelling in from other parts of the catchment.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: Minor congestion effects are predicted to the north of Curdworth at the junction between the A446 Lichfield Road and the A4091 Tamworth Road, which will affect access from the Hunts Green and Middleton part of the school catchment. As no significant delays or congestion are predicted on routes to the east of Curdworth, journeys to school from Marston and Lea Marston are unlikely to be affected significantly. Whilst outside of the catchment area for the school, it is understood that a number of students travel in from Birmingham and Coleshill. Some of these pupils are likely to encounter delays due to the major congestion which is predicted on the A446 Lichfield Road on the north-west edge of Coleshill.</p> <p>Duration of impact: At least 12 months and time to time during the construction period for all works in the Coleshill Junction and Curdworth areas.</p>
<b>Assessment of magnitude</b>	Medium: Low magnitude as only minor congestion is predicted to the north of Curdworth.
<b>Relevant receptors</b>	Pupils of Curdworth Primary School
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: Most of catchment will not be affected significantly by congestion or delays due to works or increased construction traffic associated with the Proposed Scheme.
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Minor adverse – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.3 Spring Farm

<b>Resource name</b>	Spring Farm
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Spring Farm is a single rural isolated dwelling which is accessed from Marsh Lane to the south-east of Curdworth.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of access during the construction period</b>	<p>Impact: The access road to Spring Farm is included within an area of land required temporarily during works to overhead power lines in this area. Access to the property will be maintained and it is assumed that there will be no requirement to carry out operations and activities within the domestic garden curtilage of the dwelling at Spring Farm or which will obstruct the access. On this basis, no impact is assumed.</p> <p>Duration of impact: N/A</p>
<b>Assessment of magnitude</b>	No loss of use impact is assumed.
<b>Relevant receptors</b>	Residents of Spring Farm
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: The sensitivity of the residential dwelling to the impact is high.
<b>Significance rating of effect</b>	<p>Effect: Potential for the temporary loss of access for residents of Spring Farm.</p> <p>No loss of land effect assumed.</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	No loss of land effect assumed

## 2.4 Two residential properties at Faraday Avenue

<b>Resource name</b>	Two residential properties at Faraday Avenue
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Orchard Cottage and Newlands Farm are single rural isolated dwellings that are accessed via a private driveway from the southern carriageway of Faraday Avenue, a dual carriageway that connects Hams Hall Industrial Estate to the A446 Lichfield Road via a roundabout to the north-west. The residential plots abut each other, with Orchard Cottage occupying the westernmost plot. Both properties share the access off Faraday Avenue with commercial activities at Newlands Farm, which is outside the scope of this community assessment.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land during the construction period</b>	<p>Impact: The residential curtilage of each of these properties is within land which is required for the Proposed Scheme. A portion of the residential curtilage of Orchard Cottage is permanently required for the construction activities associated within the Faraday Avenue Embankment, the Faraday Avenue highway realignment and high voltage underground utilities works. Land within the residential curtilage of Newlands Farm is also required for the Faraday Avenue realignment and utility works together with a small portion of additional land which is required for mitigation landscaping.</p> <p>Duration of impact: Permanent</p>
<b>Assessment of magnitude</b>	Negligible: The magnitude of impact is negligible, as two properties are affected.
<b>Relevant receptors</b>	Residents of Orchard Cottage and Newlands Farm off Faraday Avenue.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	<p>Effect: Permanent loss of garden land for residential occupiers of Orchard Cottage and Newlands Farm.</p> <p>Minor adverse – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.5 Church Lane Play Area

<b>Resource name</b>	Church Lane Play Area, Lea Marston
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type:</b>	Community infrastructure – open space
<b>Resource description/profile</b>	Church Lane Play Area is a children's play area comprising grassland with goals for informal play. It is located along Church Lane on the southern edge of Lea Marston.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land during the construction period</b>	Impact: The facility abuts land which is permanently required for the creation of an access track to a new balancing pond; however, no land is required from the facility for these works. There is no loss of land resulting from the Proposed Scheme.  Duration: N/A
<b>Assessment of magnitude</b>	No impact
<b>Relevant receptors</b>	Users of Church Lane Play Area
<b>Assessment of sensitivity of receptor(s) to impact</b>	N/A
<b>Significance rating of effect</b>	Effect: Permanent loss of land for users of Church Lane Play Area.  No effect
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	No effect

## 2.6 Elford

<b>Resource name</b>	Elford
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type:</b>	Residential
<b>Resource description/profile</b>	Elford is a single residential dwelling, which is accessed off a private drive leading to the A4097 Kingsbury Road. It is bounded by Mullensgrove Farm to the south and west.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary loss of land during the construction period</b>	<p>Impact: The curtilage of the dwelling at Elford falls within land which is temporarily required for works to realign the A4097 Kingsbury Road. The land required encompasses part of the property's front garden.</p> <p>Although the main access to the property falls within land which is required for realignment works to the Kingsbury Road, access to the property will be maintained over the duration of the construction works.</p> <p>Duration of impact: The land is temporarily required for highway realignment works. The duration of this is short term in nature (less than three months).</p>
<b>Assessment of magnitude</b>	Negligible: The magnitude of impact is negligible, as a single property affected.
<b>Relevant receptors</b>	Residents of Elford
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: The impact relates to a residential dwelling, the sensitivity of which is considered to be high.
<b>Significance rating of effect</b>	<p>Effect: Temporary loss of garden land for the residential occupiers of Elford.</p> <p>Minor adverse effect</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse effect

## 2.7 Reindeer Park Lodge

<b>Resource name</b>	Reindeer Park Lodge (guest house, caravan and camp site).
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure: open space
<b>Resource description/profile</b>	Reindeer Park Lodge is situated on the south side of the A4097 Kingsbury Road between Marston and the A4097/M42/A446 roundabout. The facility is family owned and includes a camping and caravanning club which is open all year round. It is situated on the edge of the coppice of Dunton Wood, with visitor facilities overlooking the parkland where the reindeer and other rare breeds are allowed to roam. The site also includes a purpose-built bed and breakfast, but this is not assessed within the scope of the community topic assessment.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary loss of land during the construction period</b>	<p>Impact: During construction of the Proposed Scheme Reindeer Park Lodge will be affected by both temporary and permanent loss of land.</p> <p>During construction, a small area of land will be required temporarily from the north-east corner of the Reindeer Park Lodge site to provide sufficient working space whilst a new access road is being built to connect the camp site with the realigned A4097 Kingsbury Road. Although access to the camp site will be maintained, the land that will be temporarily lost includes an area which has an extant planning permission for additional caravan and parking bays.</p> <p>Duration of impact: Approximately three months.</p>
<b>Assessment of magnitude</b>	Medium: Although access to the camp site will be maintained, the land that will be temporarily lost includes an area which has extant planning permission for additional caravan and parking bays. Approximately four of the caravan bays will be either lost or rendered unusable during the works, which could last for a period of approximately 3 months. As this represents just over one-quarter of all of the caravan bays on the site, the temporary loss of this area will therefore partially compromise the functionality of the resource, which gives rise to a medium magnitude of sensitivity impact.
<b>Relevant receptors</b>	Recreational users of the camping facilities at Reindeer Park Lodge.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: Despite being a regularly used facility the sensitivity of the receptor (people using the camp site) is considered to be low as there are alternative camping facilities in the locality.
<b>Significance rating of effect</b>	<p>Effect: Temporary loss of land.</p> <p>Minor adverse – not significant</p>
<b>Impact 2: Permanent loss of land during the construction period</b>	<p>Impact: Permanent loss of land.</p> <p>The construction of the Proposed Scheme will require the permanent loss of land from the Reindeer Park site, to provide a new access to the site from the realigned A4097 Kingsbury Road. A very small piece of land is also lost to the edge of the railway cutting. The land affected does not include any of the caravan bays but comprises woodland and paddocks which are used for the keeping of reindeer, which contribute to the distinctive character of this facility.</p> <p>Duration of impact: Permanent</p>
<b>Assessment of magnitude</b>	Low: The land affected does not include any of the caravan bays but comprises woodland and paddocks which are used for the keeping of reindeer, which contribute to the distinctive character of this facility.
<b>Relevant receptors</b>	Recreational users of the camping facilities at Reindeer Park Lodge.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: Despite being a regularly used resource, receptors (users of the site) have the choice of using other alternative camp sites in the area.

Appendix CM-001-020 | Community impact assessment record sheets – construction

<b>Resource name</b>	Reindeer Park Lodge (guest house, caravan and camp site).
<b>Significance rating of effect</b>	Effect: Permanent loss of land available for the community use. Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified. Impact 2: No further mitigation identified
<b>Residual effect significance rating</b>	Impact 1: Minor adverse – not significant Impact 2: Negligible – not significant

## 2.8 Eight residential properties accessed from Kingsbury Road

<b>Resource name</b>	Eight residential properties accessed from Kingsbury Road
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Eight residential properties accessed from Kingsbury Road, namely the dwellings at Mullensgrove Farm, the Chestnuts, Bella Vista, Wedgwood, Parklands Stud, Barn Covert, Cocksparrow Farm and Cocksparrow Farm Cottage.
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Loss of land during the construction period</b>	Impact: These properties lie within the area of land required for the construction and operation of the Proposed Scheme and will need to be demolished.  Duration of impact: Permanent
<b>Assessment of magnitude</b>	Low: The permanent loss of eight residential dwellings gives rise to a low magnitude of impact in the context of the community assessment.
<b>Relevant receptors</b>	The owners and occupiers of the eight residential properties accessed from Kingsbury Road.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: The sensitivity of residential receptors to the loss of land is considered to be high
<b>Significance rating of effect</b>	Effect: Loss of residential properties.  Moderate adverse – significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Moderate adverse – significant



## 2.9 Lea Marston Hotel

<b>Resource name</b>	Lea Marston Hotel, Marston Lakes Golf Course
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Recreational infrastructure – Open space
<b>Resource description/profile</b>	The Lea Marston Hotel is situated to the north of the settlement of Lea Marston and is accessed off Haunch Lane. The hotel's main building includes a spa and health club. It is set in 30.4ha (75 acre) golf course, which is divided into three parcels by Blackgreaves Lane. The golf course extends westwards away from the hotel and includes land immediately to the west of the A4097 Kingsbury Road, and both sides of Blackgreaves Lane.
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Loss of land during the construction period</b>	<p>Impact: Works to build the A4097 Kingsbury Road overbridge will require the temporary loss of land from the edge of the Marston Lakes Golf Course at the Lea Marston Hotel. The works which are required to facilitate the tie-in of the realigned carriageway will necessitate the removal of some of the existing hedgerow and woodland vegetation along the golf course's boundary with the A4097. The boundary of land which is required temporarily during construction encroaches on to the edge of the 6th fairway and tee area and the works are likely to disrupt or impair play at this hole.</p> <p>Duration of impact: The land is required for a temporary period only. The duration of the works are limited to the realignment of A4097 Kingsbury Road and associated mitigation landscaping, the duration of which is short term (less than 3 months).</p>
<b>Assessment of magnitude</b>	Low: The land is only likely to be required for a short period of time and the loss of land results in minor encroachment onto the fairway, which will not compromise the functioning of the resource overall. The Proposed Scheme makes provision to reinstate the boundary vegetation and there will be no permanent loss of land from the site.
<b>Relevant receptors</b>	Golfers, members and guests of the hotel using the Marston Lakes Golf Course.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: A regularly and well used resource, albeit with some comparable alternatives in the area.
<b>Significance rating of effect</b>	<p>Effect: Temporary loss of land available for recreational use.</p> <p>Minor adverse – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.10 Fishing lakes at Kingsbury Road

<b>Resource name</b>	Fishing lakes at Kingsbury Road
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Recreational infrastructure – Other
<b>Resource description/profile</b>	On the edge of Marston, there is an extant permission for clay extraction at Marston Field Farm, which is situated to the north of the A4097 Kingsbury Road, adjoining the site for the Kingsbury Road railhead. The restoration proposals for the site include new fishing ponds and landscaping/open space
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Potential loss of land during the construction period</b>	Impact: There will be no loss of land from this extant planning permission as a consequence of the Proposed Scheme. On this basis, no impact is assumed.  Duration of impact: N/A
<b>Assessment of magnitude</b>	No impact.
<b>Relevant receptors</b>	Users of the Fishing lakes at Kingsbury Road
<b>Assessment of sensitivity of receptor(s) to impact</b>	N/A
<b>Significance rating of effect</b>	Effect: Potential loss of land available for the community/recreational use.  No effect
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	No effect

## 2.11 Residents of Marston and Lea Marston

<b>Resource name</b>	Residents of Marston and Lea Marston
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	The settlements of Lea Marston and Marston are both situated approximately 1 km to the east of the centre line of the Proposed Scheme; Lea Marston is located to the south of the A4097 Kingsbury Road and Marston to the north. Neither Lea Marston nor Marston has many community facilities and residents of both communities are reliant upon neighbouring settlements for schooling, health care, shopping and access to community halls. Both villages are situated within the catchment for the Curdworth Primary School and the Coleshill School (secondary school). In January 2013, 12% of pupils at Curdworth Primary School were drawn from Lea Marston, accounting for 13 students in total. The nearest GP surgeries are at Water Orton, Coleshill and Kingsbury.
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: The construction of the Proposed Scheme and the additional traffic that will be generated on roads in this area are likely to affect some of the residents of Lea Marston and Marston who are dependent upon daily access to community facilities at Curdworth and Coleshill. Both settlements are within the catchment area for the Curdworth Primary School and the Coleshill School (secondary). Whilst routes to Curdworth are unlikely to be significantly affected, substantial increases in congestion over an extended period of time have been predicted on the A446 Lichfield Road on the north-west side of Coleshill, with additional minor congestion predicted at the junction with Faraday Avenue. This congestion will affect journeys to the secondary school.</p> <p>Duration of impact: At least 12 months and from time to time during the programme for works in the Coleshill Junction area which are scheduled to last in all for approximately 7 years.</p>
<b>Assessment of magnitude</b>	Medium: As major adverse congestion effect predicted on A446 Lichfield Road on the north-west side of Coleshill which is the route to secondary school.
<b>Relevant receptors</b>	Residents of Lea Marston
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: As access to the Curdworth Primary School will not be affected and residents can access Coleshill via Blyth End, thereby avoiding the congestion predicted on the north-west side of Coleshill.
<b>Significance rating of effect</b>	<p>Effect: Isolation caused by delays to journeys required to access community facilities</p> <p>Minor adverse – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.12 Users of the Birmingham and Fazeley Canal towpath and National Cycle Route (NCR) 533

<b>Resource name</b>	Users of the Birmingham and Fazeley Canal Towpath and NCR 533
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – Public Right of Way (PRoW)
<b>Resource description/profile</b>	The Birmingham and Fazeley Canal runs from Birmingham in the south to connect with the Coventry Canal in the north. The canal towpath also forms part of the Sustrans National Cycle Network, Route No. 533. Sections of the towpath in the Curdworth to Middleton area are also used by equestrians. The towpath can be accessed at a number of bridge points and therefore has the potential to be a circular walking route, connected to other local footpaths as well as a linear route along the canal.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land during the construction period</b>	Impact: The canal and towpath is crossed by the Proposed Scheme at the Birmingham and Fazeley Canal Viaduct. It is anticipated that the canal and towpath will be maintained during construction with appropriate phasing of the viaduct works and on this basis there will be no permanent or temporary closure or loss of use.  Duration of impact: Permanent
<b>Assessment of magnitude</b>	Negligible as no loss of use anticipated, with only very minor rerouting around the work sites likely to be required during the construction period.
<b>Relevant receptors</b>	
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium, as a valued resource, but recognising that the Proposed Scheme will only affected a small section of the overall route.
<b>Significance rating of effect</b>	Negligible effect
<b>Proposed mitigation options for significant effects</b>	None identified.
<b>Residual effect significance rating</b>	Negligible effect
<b>Impact 2: Amenity effects during the construction period</b>	The boundary of land required for the construction and operation of the Proposed Scheme runs adjacent to the canal for approximately 1km at the Marston Lock area.  It is recognised that users of this recreational route will therefore be subject to noise and visual impacts as a result of the proximity to the construction works for the Proposed Scheme, but given the transitory nature of the route, the impacts of construction noise are not assessed as being significant and on this basis there will not be a combination of significant amenity effects on users.
<b>Assessment of magnitude</b>	No impact in terms of the community topic methodology as no combined significant amenity effects
<b>Relevant receptors</b>	Recreational users of the canal towpath – walkers, equestrians and cyclists.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: as a valued recreational resource.
<b>Significance rating of effect</b>	Effect: Loss of amenity.  No effect (as no combination of significant amenity effects identified)

Resource name	Users of the Birmingham and Fazeley Canal Towpath and NCR 533
Proposed mitigation options for significant effects	No further mitigation identified.
Residual effect significance rating	No effect (as no combination of significant amenity effects identified)

## 2.13 Lock Cottage, 254 Lock House Lane

<b>Resource name</b>	Lock Cottage, 254 Lock House Lane
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Lock Cottage, 254 Lock House Lane is a single residential dwelling that fronts onto the Birmingham and Fazeley Canal waterway and towpath. The dwelling is accessed via Marston Lane, which is a single track road that connects with A4097 Kingsbury Road via a bridge over the M42 to the east of the property. The dwelling's residential curtilage includes garden land to the north-east of the dwelling, which occupies an area between the canal, Marston Lane and scrub land to the south of Dunton Stables.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land during the construction period</b>	<p>Impact: The construction of the Proposed Scheme will require the permanent loss of land from the residential garden curtilage of Lock Cottage at Marston Lane on the west side of the M42. The land is required for works to construct the Birmingham and Fazeley Canal viaduct supporting piers and a new permanent access track in place of the Marston Lane access.</p> <p>Access to the property will be maintained over the duration of the construction works.</p> <p>Duration of impact: Permanent</p>
<b>Assessment of magnitude</b>	Negligible: The magnitude of impact is negligible, as a single property affected.
<b>Relevant receptors</b>	Residents of 254 Lock Cottage
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	<p>Effect: Permanent loss of garden land available to the residential occupiers of Lock House Cottage.</p> <p>Minor adverse – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.14 Dunton Stables

<b>Resource name</b>	Dunton Stables
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – recreational infrastructure
<b>Resource description/profile</b>	Riding School which also offers pony trekking holidays. The facility includes a bed and breakfast called 'E-Or Lodge' and a private residential dwelling, with the former being outside of the scope of the community assessment. Dunton Stables provides riding lessons for all age groups, as well as for disabled riders. It is open daily and all year round. The stables make use of local bridleways and quiet roads in the surrounding area, including Marston Lane, Seeney Lane, the Birmingham and Fazeley Canal Towpath and Kingsbury Water Park for its hacks and treks. Lessons are given in the outdoor arena, which is situated to the north of the stable buildings. There are no indoor teaching facilities.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Permanent loss of land during the construction period</b>	Impact: Very slight permanent loss of land at the site's eastern and northern boundaries for the upgrading of Seeney Lane and Marston Lane to a Byway Open to All Traffic (BOAT) and the approaches to the Seeney Lane overbridge.  Duration: Permanent
<b>Assessment of magnitude</b>	Negligible: The land is permanently required to provide for highway realignment, however, it will not cause significant inconvenience or impact on the functioning of the stables.
<b>Relevant receptors</b>	Users of Dunton Stables
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: Medium as a well-used resource but with a limited number of comparable alternatives in the area.
<b>Significance rating of effect</b>	Effect: Permanent loss of land available to the community receptor.  Negligible
<b>Impact 2: Isolation during the construction period</b>	Impact: During the construction of the Proposed Scheme, the stables will be almost entirely surrounded by works and engineering operations, including the Kingsbury Road railhead to the east, the viaduct over the M42 and the Birmingham and Fazeley Canal to the south, the formation of railway embankments to the west and works to the Seeney Lane /M42 overbridge to the north. Temporary hoardings are also likely to be erected along the eastern and southern boundary of the site, which will increase the visual barrier effect caused by the works.  The complete closure of Marston Lane to vehicles, pedestrians and riders during the construction period (which is the main access to the Stables) will add approximately 2.5km to journeys from the A4097 Kingsbury Road and will limit access to riding routes to the south. Riding routes to the north will also be affected by works at the bridge which carries Bridleway M23a over the M42 at Seeney Lane. Bridleway M23 which runs along Seeney Lane to connect with Marston to the east will also be affected by construction of the Kingsbury Road railhead, with a new bridge being required to carry Seeney Lane over both the Leeds spur diveunder and the additional railway sidings.  The operation of the railhead will also impact on the ambience of this route, making use of this route less attractive for equestrians and sustaining the isolation effect on the stables throughout the nine year period of the railhead construction and operation.  Duration of impact: Marston Lane will remain open while Seeney Lane is upgraded, resulting in no net loss of access although the isolation effects as described above are likely to be greatest for a period of approximately three years.
<b>Assessment magnitude</b>	High: The impacts described above will leave the facility isolated from its users who are typically likely to visit on a weekly basis and from the bridleway and routes upon which it relies on a daily basis.

## Appendix CM-001-020 | Community impact assessment record sheets – construction

<b>Resource name</b>	Dunton Stables
<b>Relevant receptors</b>	Users of Dunton Stables
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: The facility is a well used resource, which serves a vulnerable user group, including children and disabled riders and relies upon the connections into the local road and bridleway network to make use of the surrounding area for trekking. Although there are alternatives, the sensitivity of the receptor to the impact is assessed as medium.
<b>Significance rating of effect</b>	Effect: Isolation  Major adverse – significant
<b>Impact 3: Permanent isolation</b>	Impact: The Proposed Scheme will require the permanent closure of Marston Lane to vehicular traffic, which will result in an isolation effect on Dunton Stables, which currently depends upon this access route. The Proposed Scheme makes provision for an alternative access to be provided via Seeney Lane from Marston, but this will add approximately 2.5km to some journeys. The Marston Lane bridge will be available for pedestrian and equestrian use upon completion of the works so that there will be no permanent isolation for hacking and trekking routes to the south-east.  Duration of impact: Permanent
<b>Assessment magnitude</b>	Low: Recognising that an alternative access will be provided, but this will increase journeys by about 2.5km for some users.
<b>Relevant receptors</b>	Users of Dunton Stables
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: The facility is a well used resource, which serves a vulnerable user group, including children and disabled riders and relies upon the connections into the local road and bridleway network to make use of the surrounding area for trekking. Although there are alternatives, the sensitivity of the receptor to the impact is assessed as medium.
<b>Significance rating of effect</b>	Effect: Isolation  Minor adverse – significant
<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified.  Impact 2: No further mitigation identified.  Impact 3: No further mitigation identified.
<b>Residual effect significance rating</b>	Impact 1: Negligible  Impact 2: Major adverse – significant  Impact 3: Minor adverse – not significant



## 2.15 Cuttle Mill Fishery

<b>Resource name</b>	Cuttle Mill Fishery
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – recreational infrastructure
<b>Resource description/profile</b>	Cuttle Mill Fishery is a fishing centre specialising in carp and coarse fishing on two lakes and across 12,141 m <sup>2</sup> of land. The site has facilities that are ancillary to the main use of the site, including toilets, a cafe, a tackle shop together with various outbuildings and storage buildings. Although the site is not presently open to the public due to a change in ownership, historic data relating to usage suggest that the facility was generally popular with a waiting list of two weeks for early pegs on the carp lake.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land during the construction period</b>	<p>Impact: The receptor is surrounded by land which is required for the construction of the Proposed Scheme. A very small piece of land could be required at its south-west corner for works to provide a new access track to a balancing pond.</p> <p>Although the main access to the property is crossed by land which is required for realignment works to Cuttle Mill Lane, access to the property will be maintained over the duration of the construction works.</p> <p>Duration of impact: Permanent</p>
<b>Assessment of magnitude</b>	Negligible: The very slight loss of land from the south-west corner of the site which could be required for construction of a new access track to serve a proposed balancing pond will not affect the function of the resource overall. Access will be maintained.
<b>Relevant receptors</b>	Users of Cuttle Mill Fishery
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium, as this has been a regularly used resource with some limited alternatives available locally.
<b>Significance rating of effect</b>	<p>Effect: Loss of land</p> <p>Negligible – not significant</p>
<b>Proposed mitigation options for significant effects</b>	None proposed.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.16 The Belfry

<b>Resource name</b>	The Belfry
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – recreational infrastructure
<b>Resource description/profile</b>	The Belfry is a major golf resort, which is located to the north of Wishaw and the M6 Toll and to the west of the A4091 Tamworth Road. It comprises a 324-bed hotel and spa, together with two championship golf courses: The Brabazon and the PGA National, together with the Derby Course, which is a shorter play course. There is also a Professional Golfers Association (PGA) National Academy at the site. The PGA National course is situated immediately to the west of the A4091 Tamworth Road.
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Loss of land during the construction period</b>	<p>Impact: Construction of the Proposed Scheme will require adjustments to the overhead power lines in the vicinity of the A4097 Kingsbury Road and the Birmingham and Fazeley Canal. As a consequence, nearby sections of the overhead grid will also need some adjustments. This will necessitate access to the electricity pylon towers situated within the grounds of The Belfry golf course (PGA National course). Access to the pylons will be obtained via the existing tracks on the course and will not require any encroachment on to the fairways or playing areas. Whilst the limit of land required for works to the pylon immediately to the west of the A4091 appears to encroach slightly into the competition tee area for the 17th hole on the Belfry's PGA course, in practice works to apply earthing equipment on to this tower are unlikely to require the placement of any plant or machinery in this area. On this basis and given that the works are likely to be completed in a matter of days; any inconvenience caused will have a negligible effect.</p> <p>Duration of impact: One week</p>
<b>Assessment of magnitude</b>	Negligible as works in this area are required for a very short period of time term and access will be obtained via the tracks which exist at present. No encroachment into the playing area and no disruption to play are anticipated.
<b>Relevant receptors</b>	Users of the Belfry Golf Course.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: The facility is a well used and valued resource with few comparable competition standard courses; however, the activities will not be affected by the works and the rest of the course areas are unaffected.
<b>Significance rating of effect</b>	<p>Effect: Temporary of land.</p> <p>Negligible</p>
<b>Proposed mitigation options for significant effects</b>	None identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.17 Residents of Wishaw

<b>Resource name</b>	Residents of Middleton
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Wishaw village has few community facilities and like Lea Marston and Marston, falls within the catchment area for the Curdworth Primary School and the Coleshill School (secondary school) as well as for GP surgeries at Water Orton and Coleshill. Routes between Wishaw and Coleshill will be crossed by the Proposed Scheme
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: The route of the Proposed Scheme crosses access routes between Wishaw and Coleshill. Given the major adverse congestion effects predicted on sections of the A446 Lichfield Road to the north-west of Coleshill and the minor adverse effects at the A446 junction with Marsh Lane and Faraday Avenue, daily journeys to the Coleshill school from Wishaw will be affected during the construction of the Proposed Scheme</p> <p>Duration of impact: At least 12 months and from time to time throughout the construction period for works at Coleshill.</p>
<b>Assessment of magnitude</b>	Medium: Congestion caused by the additional construction traffic generated by the Proposed Scheme will result in substantial delays at junctions on the A446, on the north-west side of Coleshill which will effectively impair access and therefore isolate some of the residents of Wishaw from some facilities they typically connect with on a daily basis. The magnitude of the impact is assessed as medium.
<b>Relevant receptors</b>	Residents of Wishaw
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: The sensitivity of the receptor is assessed as medium, given that there are no convenient alternative routes for residents to avoid the congested junctions.
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Moderate adverse – significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Moderate adverse – significant

## 2.18 Primrose Cottage, Bodymoor Heath Lane

<b>Resource name</b>	Primrose Cottage, Bodymoor Heath Lane
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Primrose Cottage is a single rural dwelling located on the south side of Bodymoor Heath Lane, opposite the south-eastern corner of Bodymoor Heath Training Ground. It is accessed via a private driveway off Bodymoor Heath Lane. Its residential curtilage includes two outbuildings and a grassed lawn, enclosed by hedgerows.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land during the construction period</b>	Impact: Works to realign Bodymoor Heath Lane will require modifications to the access serving Primrose Cottage from Bodymoor Heath Lane. This will necessitate slight permanent loss of land from the property works will be phased to maintain access throughout.  Duration of impact: Permanent
<b>Assessment of magnitude</b>	Negligible: The magnitude of impact is negligible as a single property is affected at this location.
<b>Relevant receptors</b>	Residential occupiers of Primrose Cottage, Bodymoor Heath Lane
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Effect: Permanent loss of garden land for the occupiers of Primrose Cottage.  Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.19 Maple Leaf Farm, Tamworth Road

<b>Resource name</b>	Maple Leaf Farm, Tamworth Road
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Maple Leaf Farm is a single rural dwelling that is situated on the west side of the A4091 Tamworth Road, just south of Bodymoor Heath Lane.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land during the construction period</b>	Impact: The front garden will be affected temporarily by a requirement to undertake some utility works within its domestic garden curtilage.  Duration of impact: Short term (less than 3 months).
<b>Assessment of magnitude</b>	Negligible: The magnitude of impact is negligible as a single property is affected at this location.
<b>Relevant receptors</b>	Residential occupiers of Maple Leaf Farm, Bodymoor Heath Lane
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: Residential dwelling therefore sensitivity rating is high.
<b>Significance rating of effect</b>	Effect: Temporary loss of garden land for the occupiers of Maple Leaf Farm, Tamworth Road.  Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.20 Marston Farm Hotel: Courtyard Restaurant

<b>Resource name</b>	Marston Farm Hotel: Courtyard Restaurant
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – recreational
<b>Resource description/profile</b>	Marston Farm Hotel is situated at the southern end of Dog Pound Lane, just to the west of the M42. The Marston Farm Hotel has a public restaurant, the Courtyard Restaurant and it is also used as a venue for weddings.
<b>Assessment year</b>	Construction phase (2017+).
<b>Impact 1: Amenity effect during the construction period</b>	Impact: Loss of amenity. Moderate adverse visual impact during construction is predicted at this hotel, but no significant noise effects are anticipated. On this basis there will be no combined significant amenity effects on the hotel.  Duration of impact: N/A
<b>Assessment of magnitude</b>	No combined significant amenity impacts and therefore no impact in the context of the community topic assessment.
<b>Relevant receptors</b>	Users of the public restaurant
<b>Assessment of sensitivity of receptor(s) to impact</b>	N/A
<b>Significance rating of effect</b>	Effect: Loss of amenity  No effect as no combination of significant amenity effects.
<b>Proposed mitigation options for significant effects</b>	No additional mitigation.
<b>Residual effect significance rating</b>	No effect as no combination of significant amenity effects

## 2.21 Cluster of tourist attractions to the north of Bodymoor Heath

<b>Resource name</b>	Cluster of tourist attractions to the north of Bodymoor Heath
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – recreational
<b>Resource description/profile</b>	A cluster of tourist and visitor attractions located to the north of Bodymoor Heath, the most notable of which are the Kingsbury Water Park, a major water-based recreation destination with approximately 242 ha and 15 lakes of regional importance, and the RSPB Nature Reserve, a charity run facility of local and regional importance that comprises several water bodies, woodland and walks and attracts up to 25,000 visitors per year. The Broomey Croft Children's Farm is also located at the Kingsbury Water Park. Collectively, these facilities attract large numbers of visitors each year which are drawn from a wide catchment extending across much of North Warwickshire and the wider sub-region. Access to these facilities is obtained via Bodymoor Heath Lane and routes using the A4091 Tamworth Road and the A4097 Kingsbury Road.
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Isolation during the construction period</b>	Impact: Isolation due to disruption to access caused by highway works and delays due to congestion caused by construction traffic generated by the Proposed Scheme.  Duration of impact: For the duration of works within the wider Curdworth to Middleton area but likely to continue for approximately 12 months.
<b>Assessment of magnitude</b>	Low: Low, as only minor adverse congestion effects are predicted at the A446 Lichfield Road/A4091 Tamworth Road junction. No congestion is anticipated along the A4091 Tamworth Road or along Bodymoor Heath Lane. Whilst the Proposed Scheme will require works to realign the access to the RSPB Middleton Lakes Nature Reserve, this will be carried out in such a way as to maintain continuity of access during.
<b>Relevant receptors</b>	Leisure users of the facilities and attractions to the north of Bodymoor Heath.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: As popular and well used facilities but the congestion will only affect part of the user catchment. Access can be obtained via the A4097 Kingsbury Road and through Marston, which will avoid the congested junction at A4091 Tamworth Road and the A446 Lichfield Road. At times, it is also possible to access the RSPB Middleton Lakes Nature Reserve via the Middleton Hall Estate.
<b>Significance rating of effect</b>	Effect: Isolation  Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.22 Pool House Farm Fishery

<b>Resource name</b>	Pool House Farm Fishery
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Pool House Farm Fishery is located on an acre of land to the rear of Pool House Farm, at the A4091/Brick Kiln Lane Junction. It is a mixed fishery which functions primarily as a social fishery, but holds some club matches.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation during the construction period</b>	Impact: There will be no loss of land as a consequence of the Proposed Scheme. On this basis, no impact is assumed.  Duration of impact: N/A
<b>Assessment of magnitude</b>	No impact.
<b>Relevant receptors</b>	Users of the Pool House Farm Fishery
<b>Assessment of sensitivity of receptor(s) to impact</b>	N/A
<b>Significance rating of effect</b>	Effect: Potential loss of land available for the community use.  No effect
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	No effect



## 2.23 Residents of Hunts Green

<b>Resource name</b>	Residents of Hunts Green (at Wishaw Lane)
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Hunts Green has no services, schools or healthcare facilities and relies on Curdworth for primary schooling and Kingsbury for secondary schooling and GP medical services. There is a day nursery in Middleton, which residents of Hunts Green may also avail of.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: Delays/disruption to journeys to access community facilities due to highway works and delays caused by increased construction traffic generated by the Proposed Scheme. Minor adverse congestion effects are predicted at the A446 Lichfield Road/A4091 Tamworth Road which will impact on access to Curdworth Primary School.</p> <p>Duration of impact: At least 12 months and from time to time during works in the Curdworth to Middleton area.</p>
<b>Assessment of magnitude</b>	Low, as only minor congestion effects predicted to affect journeys to the Curdworth Primary School. No congestion or significant disruption is predicted for journeys to Kingsbury.
<b>Relevant receptors</b>	Residents, and also likely to apply to residents of Stoke End and Allen End to the west of Hunts Green but which are beyond the study area for the assessment.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: As only routes to Curdworth Primary School are affected and alternative routes between Hunts Green and Curdworth are available.
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Negligible – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.24 Horse Shoes, Crowberry Lane, Middleton

<b>Resource name</b>	Horse Shoes, Crowberry Lane, Middleton
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Horse Shoes, Crowberry Lane, Middleton
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary loss of land during the construction period</b>	<p>Impact: The front garden of this property falls within land which is temporarily required for construction works to tie in Crowberry Lane to the realigned Church Lane to the north. The main access to this property will be maintained over the duration of the construction works.</p> <p>Duration of impact: Approximately two months</p>
<b>Assessment of magnitude</b>	Negligible: The loss of land from a single residential property is negligible in the context of the community assessment.
<b>Relevant receptors</b>	Horse Shoes, Crowberry Lane, Middleton
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: The sensitivity of the residential dwelling to the impact is high
<b>Significance rating of effect</b>	<p>Effect: Temporary loss of garden land for the residential occupiers of Horse Shoes Crowberry Lane, Middleton.</p> <p>Minor adverse – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.25 Highfields Farm and the Spinney, Church Lane, Middleton

<b>Resource name</b>	Highfields Farm and the Spinney, Church Lane, Middleton
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Highfields Farm and the Spinney, Church Lane, Middleton
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Permanent loss of land during the construction period</b>	<p>Impact: The front garden of these properties fall within land which is permanently required for construction works to realign Church Lane. The main access to these properties will be maintained over the duration of the construction works.</p> <p>Duration of impact: Permanent</p>
<b>Assessment of magnitude</b>	Negligible: The loss of land from two properties is assessed as negligible in the context of the community assessment.
<b>Relevant receptors</b>	Residents of Highfields Farm and the Spinney, Church Lane, Middleton
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: The sensitivity of the residential dwelling to the impact is high.
<b>Significance rating of effect</b>	<p>Effect: Permanent loss of garden land for the residential occupiers of Highfields Farm and the Spinney, Church Lane, Middleton.</p> <p>Minor adverse – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.26 Five residential properties along Church Lane and Crowberry Lane, Middleton

<b>Resource name</b>	Five residential properties along Church Lane and Crowberry Lane, Middleton
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Five residential properties at Church Lane and Crowberry Lane, Middleton. These are Ashley, Woodard, Priors Revel and the Spinney at Church Lane together with Horse Shoes on Crowberry Lane.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Amenity effect during the construction period</b>	Impact: A combination of significant noise and visual effect associated with works to realign Church Lane and its junction with Crowberry Lane.  Duration of impact: Two months.
<b>Assessment of magnitude</b>	Low: Whilst residents will be affected by two significant amenity effects, the magnitude is assessed as low, reflecting the short duration of impact.
<b>Relevant receptors</b>	Residential occupiers of 5 properties at along Church Lane and Crowberry Lane, Middleton
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: The sensitivity of residential dwellings to the impact is high.
<b>Significance rating of effect</b>	Effect: Loss of amenity for the residential occupiers of 5 residential properties along Church Lane and Crowberry Lane, Middleton.  Moderate adverse – significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Moderate adverse – significant

## 2.27 Middleton Village Green and Play Area

<b>Resource name</b>	Middleton Village Green and Play Area
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – open space and play space
<b>Resource description/profile</b>	Middleton Village Green and Play Area are located to the rear of Middleton Recreation Room. The principal access is from Church Lane and there is a path from the car park adjacent to the Middleton Recreation Room. The Village Green is a grassed field with perimeter surfaced path and seating at regular intervals, as well as at least two pieces of apparatus for play. The play area is an enclosed children's play area within the village green site, which contains a range of play equipment for younger children. Both the village green and the play area are enclosed by mature and semi mature hedgerows. The Green is used as the venue for the village fete and a survey of users is also presented later in this appendix.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Change in amenity during the construction period</b>	<p>Impact: There will be a significant adverse visual effect on users during the construction period however, as this open space has been excluded from the scope of the noise assessment, a combination of significant amenity effects on users of the Green has not been identified.</p> <p>No impact in the context of the community topic assessment.</p> <p>Duration of impact: N/A although construction to the north of Middleton is likely to last for approximately two years.</p>
<b>Assessment of magnitude</b>	No combined significant amenity effects and so no impact in the context of the community assessment.
<b>Relevant receptors</b>	Recreational users of Middleton Village Green and Play Area
<b>Assessment of sensitivity of receptor(s) to impact</b>	N/A
<b>Significance rating of effect</b>	<p>Effect: Loss of amenity.</p> <p>No effect</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	No effect

## 2.28 Little Acorns Day Nursery

<b>Resource name</b>	Little Acorns Day Nursery
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – early years education
<b>Resource description/profile</b>	Little Acorns Day Nursery is located along the northern side of Church Lane, Middleton. It is a children's day nursery, which employs four people who care for 13 children. It is open 5 days per week throughout the year. It is understood that the facility draws its catchment mainly from Middleton and the surrounding areas.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: Disruption to journeys to access the nursery caused by highway works or delays caused by congestion due to the additional construction traffic generated by the Proposed Scheme.</p> <p>No road closures are required in this area, except for overnight closures or a single weekend closure during the tie in of newly built carriageways. No significant congestion or delays are predicted as a result of the works except for minor congestion at the junction of the A446 Lichfield Road and the A4091 Tamworth Road to the south.</p> <p>Duration of impact Congestion at A4091/A446 Junction likely for approximately 12 months and potentially longer reflecting the duration of works in the wider Curdworth to Middleton area.</p>
<b>Assessment of magnitude</b>	Low as only minor congestion predicted at the A446/A4091 junction. No road closures anticipated except for brief overnight or weekend closures during tie in works.
<b>Relevant receptors</b>	Users of Little Acorns Day Nursery
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: The majority of users of the facility are understood to live locally and will not be affected. Access from the west, north and east will not be affected.
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Negligible – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.29 Middleton Equestrian Centre

<b>Resource name</b>	Middleton Equestrian Centre
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – recreational infrastructure
<b>Resource description/profile</b>	<p>Middleton Equestrian Centre is located at Vicarage Hill in Middleton. It is a purpose built reception and training facility which includes an indoor school, two outdoor all-weather schools with flexi-ride surfacing and floodlighting, lecture room, livery yard and stables.</p> <p>The facility has 12 full-time and five part-time employees and offers lessons for pupils from three years upwards. It draws upon a varied catchment, generally comprised of local residents but with some from further afield for lessons and competitions.</p> <p>The facility is open daily with increased intensity of use at the weekend. It offers learn to ride in week and weekend courses, including a 'village hack' to Middleton and around the local road network. The facility is affiliated to the "Hoof" programme associated with the 2012 Olympics, encouraging riders of all ages and abilities to engage in equestrian activities.</p>
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: disruption to access caused by highway works or delays due to congestion caused by the additional construction traffic generated by the Proposed Scheme.</p> <p>No road closures are required in this area, except for overnight closures or a single weekend closure during the tie in of newly built carriageways. No significant congestion or delays are predicted as a result of the works except for minor congestion at the junction of the A446 Lichfield Road and the A4091 Tamworth Road to the south.</p> <p>Duration of impact: Congestion at A4091/A446 Junction likely for approximately 12 months and potentially longer reflecting the duration of works in the wider Curdworth to Middleton area.</p>
<b>Assessment of magnitude</b>	Low, as only minor congestion predicted to the south of Middleton at the junction of the A4091 and A446.
<b>Relevant receptors</b>	Users of Middleton Equestrian Centre
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: As only part of the user catchment will be affected by congestion to the south of Middleton and users typically do not connect with the resource on a daily basis. There are a limited number of alternatives in the area.
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Negligible – not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.30 Ash End House Children's Farm

<b>Resource name</b>	Ash End House Children's Farm
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure
<b>Resource description/profile</b>	Ash End House Children's Farm is a purpose built play barn with indoor and outdoor play space, including a shire horse centre, cafe and farm shop (gift shop aimed at children, with limited local produce and garden ornaments) together with teaching space for groups. The Big Play Barn and Children's Farm operate as separate attractions from the same site. Many groups arrive at the site by coach which suggests that the user group is drawn from a wide catchment area.
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: disruption to access caused by highway works or delays due to congestion caused by the additional construction traffic generated by the Proposed Scheme.</p> <p>No road closures are required in this area, except for overnight closures or a single weekend closure during the tie in of newly built carriageways. Temporary diversions and lane closures are proposed, which may give rise to minor changes in journey times but not isolation. No significant congestion or delays are predicted as a result of the works except for minor congestion at the junction of the A446 Lichfield Road and the A4091 Tamworth Road to the south.</p> <p>Duration of impact: Congestion at A4091/A446 Junction likely for approximately 12 months and potentially longer reflecting the duration of works in the wider Curdworth to Middleton area.</p>
<b>Assessment of magnitude</b>	Low, as no lengthy road closures envisaged in this area. Minor congestion is predicted at the junction between the A446 Lichfield Road and the A4091 Tamworth Road which will impact on journeys from the south. If a weekend closure is required on the A4091 Tamworth Road it is likely that this will be a single weekend.
<b>Relevant receptors</b>	Users of Ash End House Children's Farm
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: Low sensitivity as impacts only affect part of the catchment and access to the farm is not typically required on a daily basis.
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Negligible</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant



## 2.31 Residents of Middleton

<b>Resource name</b>	Residents of Middleton
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	The village of Middleton has limited services in the village and no healthcare facilities. Although there is a nursery, children who live in Middleton travel to Curdworth for primary schooling and to Kingsbury for secondary school education and medical facilities.
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: The route of the Proposed Scheme crosses access routes between Middleton, Curdworth and Kingsbury. Whilst no road closures are anticipated in this area (except overnight or at weekends during tie in work), minor congestion is anticipated at the junction of the A446 Lichfield Road and the A4091 Tamworth Road. This will affect journeys to the Curdworth Primary School. Journeys to the Kingsbury School will not be affected by significant delays.</p> <p>Duration of impact: Congestion at A4091/A446 Junction likely for approximately 12 months and potentially longer reflecting the duration of works in the wider Curdworth to Middleton area.</p>
<b>Assessment of magnitude</b>	Low: As only minor congestion on the route used on a daily basis to access Curdworth Primary School. Routes to Kingsbury will not be significantly affected.
<b>Relevant receptors</b>	Residents of Middleton
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: Low as the congestion will affect only journeys to the Curdworth Primary School and alternative routes are available which will enable residents to avoid the congested junction.
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Negligible</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible

## 2.32 Middleton Hall

<b>Resource name</b>	Middleton Hall
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Recreational infrastructure – visitor attractions
<b>Resource description/profile</b>	Middleton Hall is a restored house and garden set in historic grounds is used as a conference/wedding venue. The grounds are accessible for walking, with connecting access route to the Middleton Lakes Nature Reserve, and the lakes are used for angling. There is a walking trail around the perimeter of the Estate, which passes close to the boundary of the Estate adjoining the A4091 Tamworth Road
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Loss of land</b>	<p>Impact: Whilst the boundary of land required for the construction and operation of the Proposed Scheme and specifically for works to realign the A4091 Tamworth Road adjoins the boundary of the Estate, no requirement to encroach into the site has been identified.</p> <p>No impact.</p> <p>Duration of impact: No impact</p>
<b>Assessment of magnitude</b>	No impact
<b>Relevant receptors</b>	Users of Middleton Hall
<b>Assessment of sensitivity of receptor(s) to impact</b>	N/A
<b>Significance rating of effect</b>	No effect
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	No effect

## 2.33 Kingsbury School (secondary school)

<b>Resource name</b>	Kingsbury School (secondary school), Kingsbury, Warwickshire
<b>CFA</b>	CFA20 Curdworth to Middleton
<b>Resource type</b>	Community infrastructure – secondary education
<b>Resource description/profile</b>	Kingsbury School is a secondary school with approximately 620 pupils on its roll. The catchment for the School is focused on Kingsbury itself but includes Hurley, Wood End and Piccadilly to the east and Bodymoor Heath, Middleton and Hunts Green to the west.
<b>Assessment year</b>	Construction period (2017+)
<b>Impact 1: Isolation during the construction period</b>	<p>Impact: The Proposed Scheme will cross access routes to the school from part of its catchment at Middleton and Hunts Green. No road closures are anticipated in this area, except for brief overnight or weekend closures during the tie in of newly built carriageway on the A4091 and Bodymoor Heath Lane. No significant congestion or delays are predicted on routes between Middleton/Hunts Green and Kingsbury. Journeys from Bodymoor Heath will be unaffected.</p> <p>Duration of impact: Up to approximately 3 years for works to Bodymoor Heath Lane followed by works to the A4091 Tamworth Road and its junctions with Park Lane and Crowberry Lane.</p>
<b>Assessment of magnitude</b>	Negligible: The impact is considered to be negligible as no significant delays and congestion are expected as a result of the construction works.
<b>Relevant receptors</b>	Kingsbury School
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: as only a part of the school's catchment will be affected.
<b>Significance rating of effect</b>	<p>Effect: Isolation</p> <p>Negligible – Not significant</p>
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified
<b>Residual effect significance rating</b>	Negligible – Not significant

## 3 Open space survey/public rights of way survey results

### 3.1 Survey process

- 3.1.1 Open space and PRow surveys, have been undertaken to collect primary survey data on the use of open spaces and promoted walks, cycleways, bridleways or byways that may be affected by the Proposed Scheme. The information collected helped to identify the sensitivity of the open spaces and promoted routes and their users to potential losses, isolation or and/or amenity effects.
- 3.1.2 For the open space surveys, a consistent sample frame has been used. This includes a minimum of four 15min surveys on a weekend day during the summer season 2012 and a minimum of four 15min surveys on a weekday during the autumn season 2012. Summer surveys were designed to capture peak usage while the week day surveys were designed to capture more typical usage. Weekend surveys were designed to capture peak usage while the weekday surveys were designed to capture more typical usage. Some surveys also took place during late spring 2013 (where the need for a survey arose after the main survey programme). The 15min surveys of open spaces were undertaken between the hours of 08:00 and 18:00 at weekends and 07:00 and 19:00 on weekdays, with timings chosen to capture peak usage. Weather conditions were recorded during each survey and the undertaking of surveys during adverse weather conditions, including rain and abnormally cold/inclement weather, was avoided.
- 3.1.3 The PRow surveys took place on one weekend day (continuously from 08:00-18:00) in rural areas or one weekday (continuously from 07:00-19:00) in urban areas, with all users of the PRow counted during those time periods. Users that came and returned during the course of the survey period along the same PRow would have been counted on the outward and return journey. The PRow surveys were undertaken for the purposes of the traffic and transport assessment. The results were then adapted for the analysis of promoted routes for the community assessment. Weather conditions were not generally recorded by the surveyors for the PRow surveys.

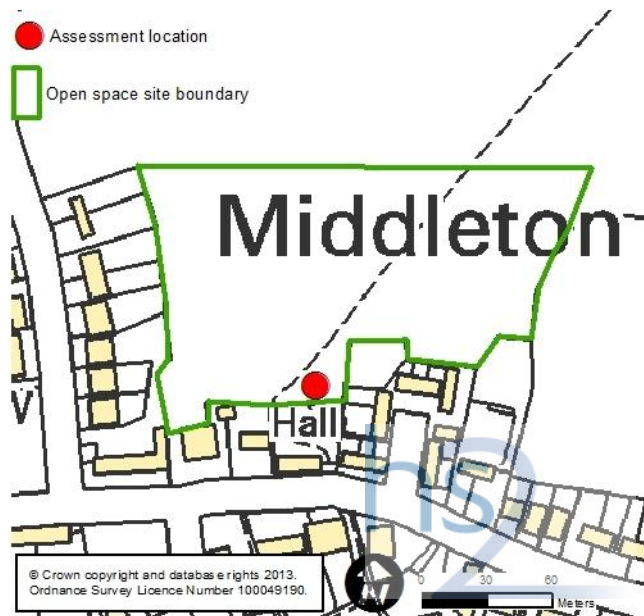
### 3.2 Middleton Village Green, North Warwickshire, Church Lane (CFA20)

#### Site Overview

- 3.2.1 Middleton Village Green is located on the northern edge of the residential settlement of Middleton, in North Warwickshire Borough Council. The site is accessed from Church Road in Middleton via a car park which is shared with Middleton Recreation Room.
- 3.2.2 Facilities on the village green include a large, well-maintained grassed area enclosed by a laid path which wraps around the site's boundary, together with seating benches, litter and dog waste bins. The children's play area is enclosed by the village green to the north, east and west, and the boundary between the two is separated by fencing. The children's play area is made up of a soft play surface with four fixed pieces of play equipment, for pre and early school years children. The site is approximately 1 ha in

size, of which approximately 10 percent is occupied by the children's play area, which is set in a rural context on the edge of Middleton Village.

- 3.2.3 Trees and vegetation line the boundaries of the village green to the north and east, open agricultural land to the north and east and residential properties to the east and west.
- 3.2.4 Middleton Village Green is owned and managed by North Warwickshire Borough Council.



### Relationship between the site and HS2

- 3.2.5 The Proposed Scheme will pass approximately 350m to the east of Middleton Village Green and Play Area.
- 3.2.6 The extent of land required for the construction and operation of the Proposed Scheme does not impact on Middleton Village Green and Play Area and as a result there will be no loss of space.
- 3.2.7 The site may be subject to impacts such as visual intrusion through the construction of the Proposed Scheme.
- 3.2.8 Other local factors indicate that users of the site currently experience road noise, from the A4091 Tamworth Road and the M6 Toll.

### Survey Dates and Times

- 3.2.9 Surveys were undertaken as follows.
- Summer:
    - Saturday 29 September 2012, 08:00 to 16:00 (Sunny).
  - Autumn:
    - Wednesday 14 November 2012, 07:15 to 17:15 (Changeable).

### Survey Points [and Zones]

3.2.10 Table 1 identifies the point at which Middleton Village Green was surveyed.

Table 1: Middleton Village Green – open space survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Middleton Village Green	By main access gate.	15 minutes	Every two hours

### Key findings and Observations

3.2.11 Table 2 identifies the number of users by use type observed in the Middleton Village Green and Play Area on Saturday 29th September 2012 and Wednesday 14th November 2012.

3.2.12 During weekends in summer the most commonly observed use type was walking / dog walking. For this use type four users were observed at 10:00, which increased as the day progressed to eight users by 16:00. The next most commonly observed use type was use of the children's play area, where three users were observed at 16:00. When considering the frequency of users for all use types throughout the day, two peak periods were observed, one at 10:00 and one at 16:00.

3.2.13 During weekdays in autumn the most commonly observed use type was walking / dog walking for which four users per hour were observed at 09:15 and 11:15. A low number of users were observed for all use types between 07:00 and 11:00.

Table 2: Middleton Village Green – Numbers of Users\*

	Informal Recreation				Formal / Organised Active Recreation								Numbers of users for all types by survey date/time
	Walking/dog walking*	Running*	Cycling*	Sitting/relaxing/picnicking	Child play areas	Other (specify)	Pitch based sports(6)	Court based sports(8)	Golf/putting	Water based sports(7)	Noisy Sports(8)	Other (specify)	
Summer Surveys													
Weekend													
Saturday [29 September 12]	12	0	0	0	3	0	0	0	0	0	0	0	15
Autumn Surveys													
Weekday													
Wednesday [14 September 12]	8	0	0	0	0	0	0	0	0	0	0	0	8

\* Number of users for walking, running and cycling has been estimated per hour by aggregating the time periods.

### Comparative Trends

3.2.14 At the weekend the estimated average number of users for all modes is relatively low. Two peaks have been observed. Four users were observed at 10:00 while 11 users per hour were observed at 16:00. No users were observed at other times.

3.2.15 On a weekday the estimated average number of users for all modes is relatively low. Four users were observed at 09:15 and 11:15 while no users were observed at other times.

### **Numbers of users by activity type**

- 3.2.16 The most significant use type observed was walking / dog walking which accounted for 80% of total average users for all use types. Users were also observed using child play areas (20% of total average users).
- 3.2.17 During the week it was observed that 100% of average users per hour were walking / dog walking.

### **Summary of Key Findings**

- 3.2.18 The site was generally used by walkers and dog walkers both during the week and at the weekend.
- 3.2.19 At the weekend, in addition to walkers and dog walkers a number of users were observed making use of the children's play area. The range of use type activity was limited during the both the weekday and weekend surveys.
- 3.2.20 Usage levels varied between the weekday and weekend surveys.
- 3.2.21 Usage levels were reported as being higher during weekend surveys.

### **Factors Affecting Assessment**

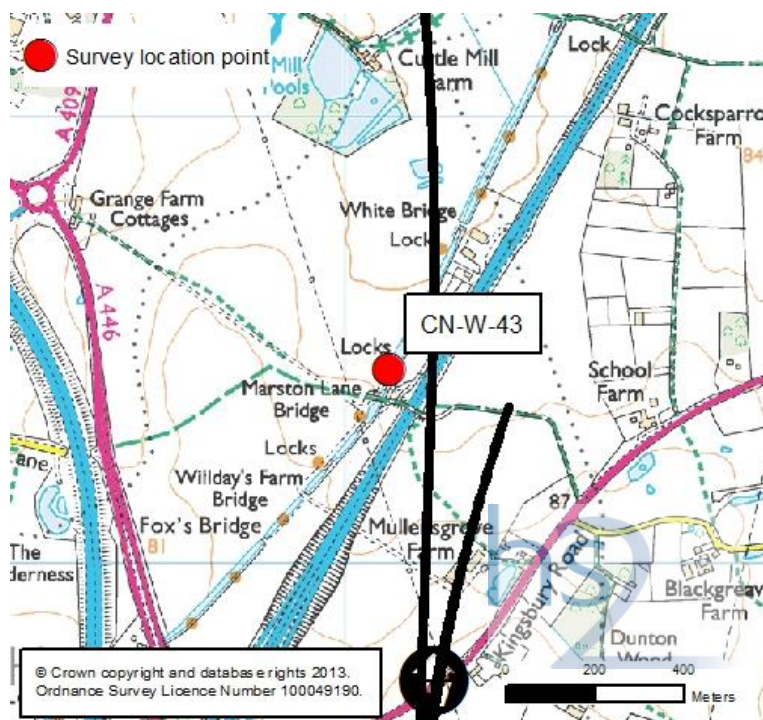
- 3.2.22 Factors that may have affected the assessment include weather conditions. The weekday survey recorded weather conditions as being changeable while the weekend survey recorded weather conditions as being sunny.

## **3.3 Birmingham and Fazeley Canal**

### **Site overview**

- 3.3.1 The Birmingham and Fazeley Canal towpath and National Cycle Route (NCR) number 533, which is an informally surfaced canal towpath and national cycle route. The towpath is connected to central Birmingham and offers potential for a long distance walking route for recreational users. Sections of the towpath in the Curdworth to Middleton area are also used by equestrians, pedestrians and cyclists both informally and as part of organised activities.
- 3.3.2 The towpath can be accessed at a number of bridge points and therefore has the potential to be a circular walking route, connected to other local footpaths, as well as a linear route along the canal. This section of the Birmingham and Fazeley Canal is located to the north east of Curdworth.

Figure 1: Birmingham and Fazeley Canal – site map



### Relationship between the site and HS2

- 3.3.3 The Proposed Scheme crosses the Birmingham and Fazeley Canal at viaduct no 1. While associated construction activities will be visible and audible for walkers, equestrians and cyclists using the canal towpath over the duration of the construction period, however, noise effects are not assessed for this route, which means that the effect is not significant in the context of the Community assessment.

### Survey dates and times

- 3.3.4 Surveys were undertaken at the following times:

- summer:
  - Sunday 19 August 2012, throughout the day (sunny clear day).

### Survey points and zones

Table 3: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Canal towpath	15 minutes	At least 2 hours between surveys.

### Key findings and observations

- 3.3.5 The usage shown in the following sections is total usage for the day.

### Users per day by type

- 3.3.6 There were no observed on this section of the Birmingham and Fazeley Canal towpath during the survey.



Table 4: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad Bike	Vehicles	
Summer surveys									
Weekend [08/09/2012]	0	0	0	0	0	0	0	0	0

Summary of key findings

3.3.7 There were no users observed during the survey.